STATEMENT OF WORK

CONTRACTOR LOGISTICS SUPPORT (CLS)

AIRBORNE RECONNAISSANCE LOW MULTIFUNCTION (ARL-M) PROGRAM

SEPTEMBER 2004

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CONTRACTOR LOGISTICS SUPPORT (CLS)

1.0 Introduction.

1.1 Scope.

This Statement of Work (SOW) defines the tasks to be performed by the contractor, as it pertains to performance-based Contractor Logistics Support (CLS) required in support of daily operations of the onboard Airborne Reconnaissance Low (ARL) Prime Mission Equipment (PME) and Secondary Processing Equipment (SPE) at locations specified herein. The tasks shall also include designated integrated logistics support related efforts to support designated ARL system(s) to include integration efforts resulting from exercised options and Government-generated and approved or contractor-generated and approved Engineering Change Proposals (ECPs), including both hardware and software.

1.2 General.

a. The contractor shall be prepared to deploy to any designated area worldwide, potentially within multiple Areas of Responsibility (AORs) simultaneously. The contractor shall provide capabilities, services, materials, and personnel necessary to meet the requirements of this SOW.

b. The term "system" hereafter shall include all prime and sub-system electronics as identified in the ARL Technical Manuals and outlined in the Government Furnished Information (GFI) listing. The contractor shall also provide assistance to the aircraft CLS maintainer with antenna replacement and repair.

c. The contractor shall maintain the PME and SPE and provide technical assistance to the command on all ARL related reporting, data manipulation, and product dissemination media. The contractor may be required to coordinate all activities relating to calibration site approval except or until such time the Government enters into formal or informal agreements with DoD guidelines.

d. The performance-based logistics support shall be in accordance with (IAW) applicable Federal Aviation Administration (FAA) procedures, using Military (MIL) standards as guidelines, and shall include all supplies, and services necessary to maintain the system equipment and support items.

e. The contractor shall maintain the PME operational readiness (performance) at 90% Mission Capable (MC). MC, as defined in paragraph 1.4 of this SOW, is the sum total of Fully Mission Capable (FMC) and Partially Mission Capable (PMC) hours.

1.3 Interface with the Government.

a. The contractor shall maintain liaison with the Government and shall perform IAW all regulations and directives applying to civilian and/or contractor employees.

b. Communication between the contractor and the Government, with respect to specific Beddown Base operations at Fort Bliss, TX (Biggs AAF), and Camp Humphreys, Korea, shall be between the contractor site manager and the unit Contracting Officer's Representative (COR).

c. The contractor shall execute expeditiously those emergency or urgent PME actions generated by the FAA, Government or original equipment manufacturer which may require grounding or special instructions for safety of flight. The designated unit COR shall be notified by phone or by wire, as well as PM ARL, AMCOM Safety Office (during duty hours) or Command Operations Center, HQ INSCOM aviation officer, and HQ INSCOM COR.

1.4 Definition of Operational Readiness Terms.

The following definitions, outlined in AR 700-138, shall apply, as tailored for the operational readiness (performance) monitoring of this effort, to this SOW.

1.4.1 Mission Capable (MC).

a. As outlined in AR 700-138, MC is the time that a piece of equipment or system is fully mission capable or partial mission capable.

b. Mission Capable (MC) is the sum total of Fully Mission Capable (FMC) and Partially Mission Capable (PMC).

c. Non-Reporting Time (NRT), as defined below, shall be deducted from the total hours in the month when computing MC rates.

d. MC shall be calculated as depicted in the example below:

EXAMPLE: The reporting period was 30 days, (720 hours); the NMC time (NMCM + NMCS) for the reporting period was 24 hours and the NRT was 12 days.

Total time per month: 30 days x 24 hrs per day = 720 hrs

Reporting Time (Total - NRT): 720 hours - (12 days x 24 hrs/day) = 432 hrs

NMC Time (NMCM + NMCS): 24 hrs

MC Time (Reporting time - NMC time): 432 hrs - 24 hrs = 408 hrs

Availability Rate (MC Time/Reporting time): 408 hrs/432 hrs = .944 or 94%

d. For "minimal footprint operations" where the contractor is not permitted to deploy adequate parts or personnel to maintain the system, the 90% MC rate requirement shall be waived for that period of deployment. A "Letter of Relief" shall be issued by the unit COR to the on-site Contractor Site Manager in such situations to document the 90% MC rate is not required to be sustained. This letter shall be forwarded with the Army Monthly Status Report and through appropriate contract monitoring offices.

1.4.2 Fully Mission Capable (FMC).

a. As outlined in AR 700-138, FMC is a status condition where fully operational equipment or systems are safe and correctly configured as designated by the Government. Equipment is fully mission capable when it can perform all of its combat missions without endangering the lives of crew or operators. The terms ready, available, and full mission capable are often used to refer to the same status; equipment is on-hand and able to perform its assigned mission(s). The FMC percentage is total available days divided by possible days and multiplied by 100.

b. Fully Mission Capable (FMC) is a condition status which indicates that the ARL system is capable of safe flight and that it can perform all the prescribed missions for which the equipment required by the Prime Mission Equipment List (PMEL) is operational. The PMEL is identified in the Government Furnished Information (GFI) listing.

c. If the system is Not Mission Capable (NMC), the contractor shall perform the work or requisition the parts that are required to return the PME to a FMC/PMC status while constantly striving for FMC.

d. The contractor shall provide information to the unit COR of sufficient detail to allow the verification of the status of the PME.

e. FMC rate is based on the number of hours of reporting time in a monthly reporting period that the PME is available for and capable of performing all assigned operational mission.

1.4.3 Partially Mission Capable (PMC).

a. As outlined in AR 700-138, systems and equipment are considered PMC when they are safely usable and can perform one or more, but not all, primary missions because one or more of its required mission essential subsystems are inoperative for maintenance or supply reasons.

b. The ARL system is considered Partially Mission Capable (PMC) when it can perform one or more, but not all, of the missions prescribed for the aircraft's owning unit because the equipment in the PMEL was inoperative for required maintenance or lack of repair parts/supplies.

c. Any inoperative safety or mission critical system or component resulting in PMC status shall be restored to an operating condition within ten (10) calendar days of discovery.

(1) If safety or mission critical PMC items are not corrected within ten days from the write-up date, the system status shall move from PMC to Not Mission Capable Maintenance (NMCM) or Not Mission Capable Supply (NMCS).

(2) Non-safety and non-mission critical PMC discrepancies shall be corrected within thirty (30) days of discovery and parts shall be on order within seven (7) days.

(3) If non-safety or non-mission critical PMC items are not corrected within thirty (30) days from the write-up date, the system status shall move from PMC to NMCM or NMCS, as applicable.

(4) Determination of whether the PME is PMC status and/or mission safety or mission critical is determined in accordance with the approved PMEL and/or the responsibility of the on-site commander or unit COR.

1.4.4 Not Mission Capable (NMC).

a. As outlined in AR 700-138 NMC is a materiel condition indicating that systems and equipment are not capable of performing any of the assigned missions. NMC is divided into NMCM and NMCS.

b. NMC time starts when the unit COR or Pilot in Command (PIC) notifies the contractor of an inoperable condition, one that is not attributable to PMC. This also includes unscheduled inspections/maintenance or repairs required as a result of scheduled or unscheduled inspections. NMC time ends when the contractor notifies the unit COR that the system is ready for pre-flight inspection or test flight.

(1) If the system is determined to be NMC as a result of the preflight inspection or test flight and the cause is attributable to the original fault, NMC time shall continue provided the preflight or test flight inspection is performed within eighty-four (84) hours after notification of the unit COR or the PIC of the US Army flight crew by the contractor.

(2) If the preflight inspection or test flight is not performed within eighty (84) hours, NMC time shall commence again, unless there are extenuating circumstance, such as weather conditions, noise abatement, holidays, etc. Contractor shall not be liable for more than 48 hours NMC time for lack of unit inspection or test flight effort.

(3) If, during the test flight or Maintenance Operational Check (MOC), the original fault was not corrected, the system shall be reported NMC for the time required to correct the original fault. Should a new discrepancy be found during flight, crew preflight, or test flight, the NMC time begins upon notification of the responsible contractor maintenance personnel by the unit COR or PIC.

(4) If the contractor personnel are not available at the location of the system, away from the beddown site, NMC time shall begin when the unit COR has notified the contractor.

(5) If the system is at the beddown site and contractor personnel are not available at the location of the system, NMC time shall begin upon notification or one (1) hour following mission completion by the Government flight crew.

(6) If the Government chooses to fly the system with the PME or items addressed in the PMEL not operating, the time the system is not available to the contractor for work by virtue of that mission shall be regarded as MC time.

(a) The time associated with the commanders decision to fly is defined as (1) hour prior to takeoff and one (1) hour after landing.

(b) All other hours in which the PME is impaired or not operational shall be regarded as NMC time.

1.4.4.1 Not Mission Capable Maintenance (NMCM).

a. As outlined in AR 700-138, NMCM is a materiel condition indicating that a system and equipment are not capable of performing any of their assigned missions because of maintenance requirements.

b. NMCM is the condition status of a system that is not MC due to maintenance work that must be accomplished. This includes unscheduled inspections and maintenance or repairs required as a result of inspections.

c. The following are excluded:

(1) Pre/post flight and turnaround inspections,

(2) MC checks, servicing, and cleaning.

1.4.4.2 Non Mission Capable Supply (NMCS).

a. NMCS is a materiel condition indicating that a system and equipment are not capable of performing any of their assigned missions because of a maintenance work stoppage due to the need for a repair part or a supply shortage of an authorized subsystem.

b. Non Mission Capable Supply (NMCS) is the condition status of a system that is due to a delay in receiving the proper non-Government supplied repair parts and components.

c. NMCS time starts when maintenance work cannot be done on an NMC fault because a needed part is not on-hand.

1.4.5 Non-Reporting Time (NRT).

a. NRT, as defined for this effort and applicable to the contractor efforts, is time required to perform Government imposed modifications or special inspections, FAA imposed mandatory Airworthiness Directives, corrosion inspection, repair crash damage, and replacement time for cycle limited components at the cycle change time.

b. The following are examples of NRT:

(1) Time waiting for maintenance test flight shall be reported as FMC IAW AR 700-138 and TM 1-1500-328-23.

(2) Time waiting for US Army spot inspections.

(3) The contractor shall not be penalized for system downtime resulting from locally enforced restrictions, i.e., holidays, noise abatement, religious customs, coups, restricted access, hostilities and military restrictions.

(4) System aircraft awaiting/undergoing crash damage disposition/repair, which was not caused by the contractor, shall be counted as NRT.

(5) System aircraft undergoing corrosion inspection/repair. The contractor shall work with unit COR and airframe contractor to develop corrosion schedule and plan to meet US Army mission requirements. To support airframe corrosion requirements, PME systems and racks shall need to be removed and stored when aircraft is undergoing corrosion inspection. Equipment/rack removal and reinstallation in support of corrosion inspection shall not exceed seven (7) days total time. Removal of equipment/racks in support of corrosion inspection may be at home station or off-site location. Airframe CLS provider may elect to complete corrosion inspection as an equalized inspections in concert with 150-hour inspections. NRT time for PME removal will be incrementally assessed from the seven total days above. COR and on-site contractor will determine NRT based on equipment removal time.

(6) When awaiting parts solely supplied by the Government, not available to the contractor under normal acquisition procedures, the time awaiting the Government parts shall be carried as NRT.

2.0 Applicable Documents.

The following documents are considered to be reference documents and are advisory in nature. The contractor shall use best efforts to comply with guidelines as stated.

2.1 Government Documents.

The following standards are identified for guidance only.

2.1.1 Military Standards.

MIL-STD-129P, Department of Defense Standard Practice, Military Marking For Shipment and Storage

MIL-HDBK-61A, Military Handbook Configuration Management Guidance

MIL-HDBK-881, Department of Defense Handbook Work Breakdown Structure

MIL-STD-882D, Department of Defense Standard Practice, for System Safety

2.1.2 Federal Aviation Regulation (FAR) Documents.

FAR Part 21, Certification Procedures for Products and Parts

FAR Part 25, Airworthiness Standards: Transport Category Airplanes

FAR Part 43, Maintenance, Preventative Maintenance, Rebuilding, and Alteration

FAR Part 91, General Operating and Flight Rules

2.1.3 Other Military Documents.

AR 71-32, Force Development and Documentation Consolidated Policies (Section XV, 6-54)

AR 95-1, Flight Regulations

AR 95-20, Contractor's Flight and Ground Operations

AR 385-10, Army Safety Program

AR 385-95, Army Aviation Accident Prevention

AR 600-55, The Army Driver and Operator Standardization Program (Selection, Training, Testing & Licensing)

AR 700-138, Army Logistics Readiness and Sustainability

AR 710-2, Supply Policy below the National Level (Section 1,4-1)

DA-PAM 715-16, Contractor Deployment Guide

DA-PAM 738-750, Functional Users Manual for the Army Maintenance Management System (TAMMS)

DA-PAM 738-751, Functional User Manual for the Army Maintenance Management Systems - Aviation

DODI 3020.37, Continuation of Essential DoD Contractor Services During Crisis

FAR 52.245-5, Government Property (Cost Reimbursement, Time and Material, or Labor Hour Contract)

TM 1-1500-204-23-1, Aviation Unit Maintenance (AVUM) and Aviation Intermediate Maintenance (AVIM) Manual for General Aircraft Maintenance (General Maintenance and Practices) Volume 1

TM 1-1500-328-23, Aeronautical Equipment Maintenance Management Policies and Procedures

TM 55-410, Aircraft Maintenance, Service and Ground Handling under Extreme Environmental Conditions

Prime Mission Equipment List (PMEL), latest revision 12 September 2002

Checklist for Mission Equipment/Operator, latest version as approved by INSCOM

3.0 Requirements.

3.1 Contractor Logistics Support Phase-In.

a. The Contractor shall provide a phase-in plan for each new ARL system fielded, indicating the steps necessary to provide support under this effort. Phase-in shall be the contractor's preparation period for the purpose of hiring, relocating and training of personnel (including site surveys and familiarization), travel and Temporary Duty (TDY) costs, ordering materials, inventory of GFP, and coordination of all phase-in matters associated with contractor take-over of the operation and maintenance functions required under this contract. Included in this plan shall be a detailed timeline and cost documenting required activities supporting the initial fielding of systems.

b. The contractor shall be provided the initial complement of PME spares to support the fielding of the system, based on the availability of Government funding.

3.2 System Support.

a. The contractor shall provide performance-based logistic support IAW applicable FAA procedures, military standards (for guidance purposes only) and shall include all supplies, mission related consumable materials, and services necessary to maintain the system. The contractor shall maintain the system operational readiness at ninety percent (90%) MC.

b. The contractor shall be responsible for all Prime Mission Equipment (PME) maintenance levels on the system and all its subsystems. The contractor shall perform pre-mission functions, post mission functions, all scheduled and unscheduled maintenance actions to include daily, routine, and detail inspections as outlined IAW applicable maintenance manuals and guides. Additionally, the contractor shall maintain systems records as defined by this SOW.

c. The contractor shall provide ARL CLS support to the Government at Areas of Operations (AO) currently at:

- Fort Bliss, TX (Biggs AAF). Three (3) each ARL-M PME systems
- Camp Humphreys, Korea. Three (3) each ARL-M PME systems.

3.2.1 System Deployment.

The contractor shall provide support to the Government at areas of operation determined by the Government. System deployment support requirements are as follows.

3.2.1.1 Ft. Bliss Beddown.

a. The contractor shall be provided, by the appropriate Government official, notice for temporary scheduled operational support in writing NLT thirty (30) days prior to deployment to support scheduled and unscheduled operations at a forward operational area, within and outside the current theater of operations. The contractor shall be provided by the unit COR all required information concerning equipment, support and facilities available at a new forward operational area. The contractor shall advise the unit COR of what equipment and contractor personnel, if any, the contractor determined is necessary to support the forward operational area. The contractor shall provide for transporting contractor personnel to the forward operational area, however, contractor personnel movement by DoD sources may be used at the unit COR's discretion. The contractor shall be provided by the Government transportation of the contractor's equipment to the forward operational areas, if space is available. Contractor personnel shall assist in the preparation of shipment and on/off-loading of equipment for each deployment in the forward operations area before and after operations.

b. The contractor shall be responsible for maintaining the PME while on a flyaway mission at the 90% MC rate, unless waived by the unit COR. The contractor shall be provided notification of such maintenance requirements by the unit COR. The contractor shall be required to support

200 flyaway mission days per system estimated at eight (8) each twenty-five (25) day deployments annually.

3.2.1.2 Korea Beddown Deployment Requirements.

a. The contractor shall support, with Government official notification, temporary scheduled operational support in writing within thirty (30) days of deployment; Korea will have two-30 day deployments on and off the Korea Peninsula yearly. The contractor shall be provided by the unit COR all required information concerning equipment, support and facilities available at a new forward operational area. The contractor shall advise the unit COR of what equipment and contractor personnel, if any, the contractor has determined is necessary to support the forward operational area. The contractor shall provide for transporting contractor personnel to the forward operational area. The contractor shall be provided by the Government transportation of the contractor's equipment to the forward operational areas, if space is available. Contractor personnel shall assist in the preparation of shipment and on/off-loading of equipment for each deployment in the forward operations area before and after operations.

b. The contractor shall be responsible for supporting fly-away mission support on and off the Peninsula of Korea within PACOM AOR. Planning for equipment, spares and tooling should be based on two (2) thirty 30 mission scenarios per calendar year. Deployment requirements above that level will be addressed as required, as over and above requirements, and coordinated with the PM designated COR.

3.2.1.3 QRC (Quick Reaction Capability) Deployment.

a. The contractor shall be prepared to support QRC upon 72 hours of notification. The contractor shall identify risk items required to support a QRC. The contractor shall identify commercial re-supply routes available to support the QRC to include (but not limited too) shipping, and receiving spares/repair parts, personnel, test equipment, tools rentals, etc.

b. Normal reporting times shall be applicable to support a QRC. The time awaiting arrival of repair parts, personnel, tools and test equipment shall be considered NRT time.

3.2.1.4 Relocation of Permanent Beddown Base.

The contractor shall be notified by the Government of the relocation of a permanent beddown base one hundred and eighty (180) days prior to relocation. The contractor shall be provided by the Government all required information concerning the relocation of the beddown base. The contractor shall be prepared to relocate the beddown base after ninety (90) days of written official notification from the Government. The contractor shall advise the unit COR of what equipment, support, and facilities requirements are necessary for the new beddown base. The contractor shall be provided transportation by the Government of the contractor's equipment, to include all support equipment, in the relocation of the beddown base, if space is available.

Contractor personnel shall assist in the preparation for each relocation and set-up in the new beddown base area.

3.2.2 Airworthiness Certification Compliance.

The contractor shall complete, with coordination with the ARL Airframe CLS provider, all work on ARL systems to include PME installation, removal, ECP, EO, and modifications. The contractor shall not remove, install or change equipment without proper notification and appropriate documentation in aircraft records. The contractor shall coordinate with the Airframe CLS provider to verify correct installation of all PME equipment and verify appropriate weight and balance records are adjusted. The contractor shall provide airframe assistance and guidance as necessary to resolve certification, maintenance, or avionics issues.

3.2.3 Repair Facilities.

3.2.3.1 Management of Repairable Components.

The contractor shall manage, repair, and overhaul PME systems and components as a part of this CLS effort.

3.2.3.2 Depot and Field Service Support.

The contractor shall be responsible to develop total system depot and field service support and repair for all PME equipment and interfaces, excluding COMSEC equipment. The contractor shall coordinate repair/replacement of the COMSEC equipment with the Government managed Regional Support Center (RSC). The contractor shall provide these depot and field support services, whenever possible, at the forward beddown locations. This support includes repairable items, spares and replenishment parts. The contractor shall ship directly to and from the forward beddown base locations to the original equipment manufacture (OEM), items that are repairable but beyond the capability of the beddown location. The contractor shall provide like items forward, based on the forward beddown base mission requirements. All shipments from the field beddown locations to the contractor depot facility and or the OEM vendors will be by the most cost effective means available. Use of the U.S. Mail System/ Shipments, Military Transportation System/MAC Air and cost effective commercial shipments will be the preferred mode of shipment. Use of Federal Express, DHL, etc., for AOG items and items of special priority to support the 90% Mission Capable rate will be authorized by the forward beddown base COR.

3.2.4 Test Measurement Diagnostic Equipment (TMDE).

The contractor shall use Government facilities for maintenance, repair, and special tools that require calibration, whenever available. The contractor shall maintain a log of all equipment requiring calibration. The log shall contain, at a minimum, the name of equipment, identification or serial number, date last calibrated, and due date for next calibration. The log shall be reviewed monthly for items due calibration. The date of the next calibration shall be based on US Army regulations, as applicable.

3.2.5 Maintenance Equipment.

When not provided as GFP, the contractor shall furnish all test equipment, common and special tools, and support vehicles required to support maintenance functions. Additional space, equipment, GSE, and special test equipment requirements will be forward to PM ARL COR, INSCOM COR and Unit COR for consideration and action. The contractor shall be provided, by the Government, necessary office and storeroom space. The contractor shall be responsible for policing assigned working areas, and for the repair of damage caused to their working areas/facilities by contractor personnel. When common and special tools are not available, the contractor shall be tasked/requested to provide such items. All property acquired in support of this effort, through the use of Government funds, remains the property of the Government. All non-consumable items procured in support of this contract shall be accounted for and listed on GFP listing IAW AR 710-2 (Section 1, 4-1), AR 71-32 (Section XV, 6-54).

3.3 Fly-Away

3.3.1 Fly-Away Kits Ft. Bliss Beddown.

To support deployment requirements, contractor shall provision a support package of tools, parts, supplies, and equipment out of existing beddown items to support Fly-Away missions. When notified by unit COR of deployment requirements, contractor shall provision necessary items and assemble items in the GFP Fly-Away kit shelters. While on Fly-Away missions away from beddown, the system shall be maintained at the 90% Mission Capable level. The Fly-Away equipment must be capable of being transported by C-130 aircraft or larger and stored in GFP shelters.

3.3.2 Fly-Away Kit KOREA Beddown.

The contractor shall support fly-away support missions. In the event of a fly-Away support mission, GFP shelter shall be provisioned with required tools, parts, supplies, and equipment out of existing beddown items to support Fly-away missions. When notified by unit COR of deployment requirements, contractor shall provision necessary items and assemble items in the GFP Fly-Away shelter. If a Fly-Away mission is required the system shall be maintained at the 90% MC rate, unless waived by the unit COR.

3.4 Flight Operations Support.

3.4.1 Daily Operations.

The contractor shall support daily pre- and post mission operations. A specific schedule of pre-mission operations and contractor requirements are listed below:

3.4.1.1 Pre-Mission Operations.

Contractor representatives shall arrive at the scheduled aircraft IAW the Unit's Standard Operating Procedure (SOP); this may be as much as four (4) or more hours prior to the scheduled take-off time. The contractor shall perform checks on PME for the scheduled flight. Pre-mission requirements for PME CLS personnel will be determined by unit COR and by the unit established procedures (SOP).

3.4.1.2 Post-Mission Operations.

The contractor shall provide a representative to meet the flight crew and discuss any discrepancies that were noted during the flight. The contractor shall repair discrepancies noted during the conduct of the mission.

3.5 Foreign Object Damage (FOD) Program.

The contractor shall establish, implement and maintain a FOD prevention program in accordance with AR 385-95. The contractor shall establish and maintain an effective FOD prevention FOD program that is planned, integrated and developed in conjunction with design, development, safety, test, quality assurance, and maintenance functions to reduce FOD to an absolute minimum.

3.6 Safety.

The contractor shall develop and implement a safety program. Contractor personnel shall abide by local facility safety requirements. If a conflict in procedures arises, local safety procedures shall supersede the general safety rules stated below:

a. Aircraft and electrical equipment must be properly grounded, IAW TM 1-1500-204-23-1. Do not connect or disconnect static grounding wire while power is applied to aircraft.

b. No smoking on the ramp, in the aircraft, or in hanger areas. Smoking is allowed in authorized smoking areas only.

c. Fire lanes shall be kept clear of aircraft and equipment IAW TM 1-1500-204-23-1.

d. Riders are not permitted on mobile equipment unless a seat is provided.

e. All aircraft shall be electrically grounded while in hangars. Use pneumatic drills, reamers, screw extractors, etc., for work on PME.

f. Auxiliary power units shall be used when operating aircraft electrical equipment, except during operation of aircraft engines. When auxiliary power units are operated within hangar bays, a CO^2 extinguisher shall be available within the immediate vicinity of the power unit, and adequate ventilation provided to prevent asphyxiation from carbon monoxide gases.

g. Never use compressed air to clean metal shavings or particles from an aircraft compartment or shop area. Broom, hand brush, or vacuum cleaners shall be used.

h. Never attempt to operate any PME system or electrical equipment without first determining that the operation shall not endanger the aircraft or personnel. When in doubt, check with the shop supervisor or crew chief.

i. Only qualified and licensed drivers shall be permitted to operate tractors, tugs and other motor vehicles IAW AR 600-55.

3.7 Aircraft/PME Preventive Maintenance.

The contractor shall clean the aft areas of the aircraft in and around PME equipment and workstations. The contractor shall clean monitors, computer keyboards and track balls will be clean IAW vendor recommendations.

3.8 Uniforms and Identification.

The contractor shall standardize a civilian winter and summer uniform ensemble so employees can be readily identified as non-Governmental workers; contractor's distinguishable logo or other identifiable labeling shall be provided.

4.0 Quality Assurance.

The contractor shall submit Quality Deficiency Reports (QDRs) IAW CDRL B008 after failure/discrepancy of a component, whether Contractor Acquired Property (CAP) or Government Furnished Property (GFP). At the request of the Government, the contractor shall perform a teardown analysis of a component or system to determine the reason for failure. The 2408 series forms shall be retained in entirety as permanent maintenance records as required by FAR Part 43, unless the contractor maintains additional records in commercial format.

4.1 Maintenance Operational Check (MOC).

The contractor shall perform Maintenance Operational Checks (MOCs) when components of the system have been repaired, replaced, removed and reinstalled, calibrated or adjusted. In the event that calibration verification flight results are unacceptable, the contractor may be required to perform a full calibration of the systems.

4.1.1 Maintenance Operational Check Accomplishment.

The contractor shall perform MOCs in such a manner so as to most nearly duplicate conditions under which the system(s) will be operated in flight, and shall be of such scope and duration as to assure continuous satisfactory operation.

4.1.2 Recording Maintenance Operational Checks.

When MOCs have been satisfactorily completed as indicated above, the contractor shall record the information on the DA Form 2408-13-1 and IAW DA PAM 738-751.

4.2 Maintenance Test Flight (MTF).

The contractor shall support Maintenance Test Flights (MTFs) that are accomplished to assist in identifying maintenance discrepancies and as a Quality Control technique. These services are provided by the US Army with contractor personnel who may participate and assist the MTF pilot. MTFs shall be accomplished, when required, IAW manufacturer's instructions and contractor's procedures. The contractor's representatives shall be available for preflight, departure, and return of the aircraft from flight. MTFs shall be accomplished, when required, IAW TM 1-1500-328-23, Section I & III and in conjunction with the Unit Commander's guidance and oversight.

4.3 Special Inspection.

The contractor shall perform special inspections whenever the aircraft is subjected to: a hard landing, severe turbulence, lightning strikes or the operating limits of the PME are exceeded. These inspections shall be accomplished by the contractor in a timely manner after being notified by the unit COR. The contractor's company headquarters office and contracting officer should be notified of the circumstances requiring the special inspection and the results of the inspection within twenty-four (24) hours after beddown personnel have been notified. If the aircraft is off-site, the contractor and contracting officer shall be notified within twenty-four (24) hours after the team has arrived at the aircraft.

5.0 Programmed Flying Hours.

The contractor shall utilize the Government furnished flight operational tempo for planning and implementation of the CLS task. However, due to directed missions, the aircraft may exceed the programmed flying hours. The yearly or monthly flying hour program will key the contractor as to sparing, manpower requirements, etc. The estimated/expected missions per PME system in a thirty (30) day period for the system aircraft at locations are outlined as follows:

FT. Bliss Beddown:

Mission hours per period:	120 hrs
Training/Maintenance hours per period:	40 hrs
Total hours per period:	160 hrs
Mission Sorties per period	15
Mission Sortie Duration	8 hrs
Training Sorties per period:	10
Training Sortie Duration:	2-4 hrs

Korea Beddown:

Mission hours per period:	120 hrs
Training/Maintenance hours per period:	40 hrs
Total hours per period:	160 hrs
Mission Sorties per period	30
Mission Sortie Duration	6-8 hrs
Training Sorties per period:	40
Training Sortie Duration:	2-4 hrs

5.1 OPERATIONAL AND TRAINING SUPPORT REQUIREMENTS

a. Both beddown bases shall utilize the mission aircraft or previously acquired simulator lab for training. The contractor shall develop and provide applicable training documentation IAW with CDRL B011.

b. The contractor shall conduct Mission Analyst Training semi-annually on each platform configuration (ARL-M).

c. The contractor shall update the training materials and Mission Equipment Checklist and deliver it to the Government whenever hardware or software changes occur to keep the technical documentation up to date.

5.1.1 Fort Bliss Beddown.

a. Mission support may require flying ARL-M anytime during a 24-hour period. Normal mission duration is approximately eight (8) hours from take-off to landing. Off-site refuel missions may be conducted which will extend mission duration (time away from home base). Aircraft may have same take-off time for multi-ship missions with other aircraft. The PME configuration for aircraft missions shall be provided by the unit COR. System shall be operational prior to flight and ready two (2) hours prior to take-off IAW the unit's SOP. The contractor shall provide PME system status reports to flight operations/unit COR at mission brief time. Unit operations will make keying devices available to contract support personnel. Unit COR shall coordinate with unit operations for keying devices to support mission requirements. The contractor shall load COMSEC/CCI items with secure keying devices and verify voice communications prior to take-off time. Contract support personnel shall stand by during mission launch to insure aircraft and system make successful departure.

b. Training sortie duration may be as much as 2-4 hours. PME system support will not be required for aviator training flights. The unit COR shall determine contractor requirements for training missions. Training flights may be required on same day after scheduled mission support. Multiple aircraft shall be required for training flights. The unit COR shall provide flight schedules to contractors weekly and at least three (3) days in advance of scheduled flights. Mission changes should be expected; the contractor shall be advised of mission changes via the unit COR.

c. The contractor shall provide two (2) ARL mission analyst CLS training courses for each platform configuration on an annual basis, as required at the unit beddown base location. The contractor shall coordinate training through the unit as directed by HQ INSCOM. The contractor shall provide training for up to twelve (12) ARL mission analysts to support this effort. The ARL CLS training will include both classroom instruction and in-flight instruction.

5.1.2 Korea Beddown.

a. Mission support may require flying aircraft anytime during a 24-hour period. Normal mission duration is approximately eight (8) hours from take-off to landing. The contractor may be required to support multi-ship mission launch with same take-off time. All PME may be required on all aircraft, dependent on available equipment assets and physical configuration limitations. The PME configuration for missions will be provided by the unit COR, with sufficient time allowed to complete the required equipment configuration changes. When configuration/reconfiguration of an aircraft is required, the contractor shall be allowed not less than five (5) days to complete reconfiguration and perform the required ground and maintenance test flights checks. The system shall be operational prior to mission brief time and status taken to unit operations for flight crews. Contractor shall provide PME system status report to flight operations/unit COR at mission brief time. Unit operations will make keying devices available to contact support personnel. The unit COR shall coordinate with unit operations for keying devices to support mission requirements. Contractor shall load COMSEC/CCI items with secure keying devices and verify voice communications prior to take-off time. Contract support personnel shall stand by during mission launch to insure aircraft and system make successful

departure. Back-up mission aircraft will be required when readiness supports a back-up mission aircraft.

b. Training sortie duration may be as much as 2-4 hours, PME system support shall be limited to transponder KIT-1C keying for aviator training flights except for COMSEC/CCI loads. The unit COR shall determine contractor requirements for training missions. Training flights may be required on same day after scheduled mission support. Multiple aircraft shall be required for training flights. The unit COR shall provide flight schedules to contractors on a weekly basis at least three (3) days in advance of scheduled flights. Mission changes should be expected; the contractor shall be advised of mission changes via the unit COR.

c. The contractor shall provide two (2) complete IMINT/MTI mission analyst CLS training courses on an annual basis, as required at Camp Humphreys, Korea. The contractor shall coordinate training through the unit as directed by HQ INSCOM. The contractor shall provide training for up to twelve (12) ARL mission analysts to support this effort. The ARL CLS training will include both classroom instruction and in-flight instruction.

6.0 Technical Library.

The contractor shall establish and maintain current technical libraries including, where necessary, subscription services with subsystems, manufacturer service letters, maintenance and operator manuals, etc. The contractor shall update all PME system documentation upon incorporation of changes caused by airworthiness directive modifications or ECPs to the system. This library is accountable Government property and shall be included on the GFI listing. These libraries shall contain all necessary publications and related publications as follows:

a. Operator and maintenance manuals, including those for installed equipment and components.

b. Technical directives, including manufacturers service bulletins, service instructions, and applicable US Army technical directives.

c. All applicable documents referenced in this SOW.

d. All Government owned publications necessary for maintaining the system shall be under the control of contractor personnel for the purpose of updating, revising, etc., as necessary. These same publications are a permanent part of the Loose Equipment List and must accompany the aircraft upon transfer or relocation.

This information shall be readily available if requested by the Government.

7.0 Technical Data.

a. The contractor shall develop and maintain all maintenance forms, records, and logs IAW the requirements of DA PAM 738-750 and DA PAM 738-751.

b. The contractor shall prepare an annual Reliability, Availability, Maintainability (RAM) summary report each January. The report shall be prepared in contractor's format and shall be based upon actual field data collected during the past year. It shall include a summary at the LRU level of all part failures, including those identified in routine inspection, and maintenance. A failure analysis and a corrective action recommendation shall be included as applicable. All applicable calculations and data shall be provided IAW CDRL B010.

7.1 Tool Control Plan.

The contractor shall prepare and utilize a Tool Control Plan IAW CDRL B001. The contractor shall establish procedures to maintain inventory control; each tool shall be serialized. If a tool is lost and not found, a thorough inspection will be accomplished to insure that the missing tool is not in any aircraft on which the tool was used prior to that aircraft being released for flight. Any impact to scheduled flight time caused by the above shall be counted as NMC time starting at the time of scheduled departure until the inspection has been completed.

7.2 Engineering and Software Changes.

The contractor shall implement engineering and software changes as outlined below.

a. When the Government requires submission of an Engineering Change Proposal (ECP) by the contractor or when the contractor elects, a ECP may be prepared and submitted for engineering changes, utilizing service bulletins and normal commercial drawing as baseline documents to define the changes. Accounting records of approved changes shall be maintained using MIL-HDBK-61A for guidance. The Government will request or contractor may recommend ECPs.

b. The Contractor shall evaluate, from a system safety standpoint, each ECP, waiver or deviation submitted to the Government IAW CDRL B002. The effect on safety will be addressed and supporting rationale submitted concurrently. If any ECP, waiver, or deviation is found to have no effect on safety, the basis for that conclusion will be submitted with the ECP, waiver or deviation.

c. The contractor shall also be responsible for the Post Production Software Support (PDSS) to include identification of all PME Software Change Proposals (SCPs). The efforts shall include, bust not be limited to, development, modification, installation, and test as directed by the Government.

7.3 Transition of Logistical Support.

In the event that the Government, at some future date during the life of the contract, should determine that the PME will be supported through the military supply system or another support mechanism, the contractor shall provide current and up-to-date data IAW Special Provisions CDRLs to facilitate the timely "transition of logistical support to the Government or to another contractor."

7.4 Reports

7.4.1 Daily Status Report.

The contractor shall provide a written daily status report to the unit COR IAW CDRL B003. The unit COR shall advise the contractor when the report is due each day.

7.4.2 Monthly Status Report.

The contractor shall submit a cumulative Monthly Summary Report IAW CDRL B009. This report shall include, but not be limited to:

a. Aircraft serial number.

b. Current PME status: PME status as of the time of the report.

c. Status of PME spare parts. This section shall list all stocked spare parts which are currently at a zero balance at the beddown facility. The report shall include part name, part number, and status to include due in date to the beddown facility.

7.5 Component Obsolescence Report.

The contractor shall immediately advise the Contracting Officer when a situation arises where a component becomes non-supportable due to vendor obsolescence or high failure rate. A technical report, IAW CDRL B004, shall be submitted along with the analysis, which caused the logistical non-support conclusion.

7.6 Parts Usage Report.

The contractor shall submit a parts usage report, documenting by tail number, item description, cost, number demands, of the parts used to support the system. The usage list will be sectionalized for repairables, consumables and special tools. This updated list shall be submitted semi-annually IAW CDRL B005.

7.7 Cost Schedule Performance Measurement.

The contractor shall submit the output of the contractor's internal Cost/Schedule Status Report (CSSR) IAW CDRL B006. The CSSR thresholds for explanation of variances applicable to paragraphs 10.4.5, 10.4.6, 10.4.9 and 10.5.2 of DI-F-6010A are as follows:

WBS Level	Cum to Date	At Completion
1	+/- 5% and $100K	+/- 3% and $300K
2	+/- 10% and $50K	+/- 5% and $100K
3	+/- 10% and $20K	+/- 5% and $50K

To require variance reporting, both the percentage and dollar threshold in combination must be exceeded. For example, a level "1" cum to date variance of -6% would not require variance reporting until it also exceeded $100K. Conversely, a variance of $200K, but only 4.5% of the cum to date, would also not trigger the requirement for reporting.

7.8 Essential Contractor Services During Crisis

a. The contractor shall provide a contingency plan for continued services in the event of a crisis situation as defined in DODI 3020.37and DA PAM 715-16. This plan shall be provided IAW with CDRL B012.

b. The contractor shall provide a hiring plan that ensures personnel hired under this contract are fully aware and willing to comply with their responsibilities as Essential Contract Personnel as defined in DODI 3020.37. Conditions of employment under this contract will include, but are not limited to, receiving immunizations established by DoD for the area of operations the employee will be deployed to, receiving Nuclear, Biological, Chemical Warfare Training (NBC), and any other requirements which may be directed by the commander.

c. The contractor's contingency and hiring plans, shall detail how the contractor plans to back fill vacant positions due to termination on the part of the employee. In the event an employee terminates due to crisis situation or the refusal of AO required vaccination/immunizations, the contractor shall replace the employee at no cost to the Government.

7.9 Government Furnished Property (GFP).

a. The contractor shall be responsible for the acquisition of all material required for the completion of this contract except equipment defined on the Government Furnished Property (GFP) list in the contract. GFP consists of any item of equipment or property intended to be utilized in the performance of the effort.

b. The contractor shall develop and implement a management system that will be responsible for the receipt, status, storage, accountability, inventory, and reporting status of all Government Property to include GFP and contractor-acquired property.

c. The contractor shall develop a GFP management system and is responsible for the receipt, storage, accountability and reporting status of any GFP material. The contractor shall be responsible for the operation and maintenance of GFP under his control. An annual physical inventory of GFP shall be accomplished by the contractor and unit COR. The contractor shall provide semi-annually status reports on GFP IAW CDRL B007 and FAR 52.245-5. All calibration of GFP will be performed by Government TMDE facilities when available.

7.9.1 Receipt.

The contractor shall acknowledge receipt of GFP by completing the applicable shipping form (DD Form 1149) or Government Bill of Lading. Copies of the signed forms shall be submitted to the Contracting Officer within seven (7) days of receipt. The contractor shall inspect and/or test the equipment and all deficiencies shall be reported on a Quality Deficiency Report (QDR) (SF 368) IAW CDRL B007.

7.9.2 Storage and Use.

The Government will provide storage facilities that protect the equipment to a reasonable level. Failures that occur during storage and/or use shall be reported IAW CDRL B008.

7.9.3 Overages, Shortages, and Damages.

The contractor shall report within seven (7) working days Government Furnished Property that is received short, over or damaged. The contractor shall prepare and forward an SF-364 Report of Discrepancy (ROD).

7.9.4 Operation and Maintenance.

The contractor shall be responsible for maintenance aspects associated with the GFP once it is received. The contractor shall furnish all services and materials for repairing and maintaining all GFP. The contractor shall perform both scheduled and unscheduled maintenance as prescribed by the GFP maintenance documentation. Modification of GFP is not permitted without prior written approval of the contracting officer. The contractor shall perform fleet standardization requirements to include hardware and software modifications.

7.9.5 Reporting Requirements.

In addition to previous requirements, the contractor shall address all GFP (receipts or shortages) at status reviews.

8.0 Shelf Life Items.

The contractor shall maintain a file of all perishable or shelf life items that have specific expiration dates. The file shall contain, at a minimum, the item name, its location, and date of expiration. The file shall be reviewed and updated monthly with the items being purged or revalidated, as appropriate, IAW manufacturer's recommendations.

9.0 Secondary Processing Equipment.

Secondary processing equipment, to include hardware and software, support shall be provided as required. All equipment may not be co-located due to split beddown bases. The paragraphs below outline the maintenance support requirements for each beddown location.

9.1 3rd Military Intelligence Battalion.

The contractor shall provide MIDS and RGDS hardware and software support as required.

9.2 204th Military Intelligence Battalion.

The contractor shall provide VIPR, ARES, MIDS support as required. VIPR and ARES support is limited to deployments only.

10.0 Material.

The contractor site manager shall have approval for procurements (CLS parts and spares), not to exceed $2500, in support of the ARL mission. Procurements above $2500, but not exceeding $5000, shall be authorized by the unit command COR. All procurements exceeding $5000 shall be approved by the PM COR or INSCOM COR. Records of all purchases shall be provided, upon request, to the unit COR for review.

11.0 Clearance Requirement.

The contractor will be required to have a Top Secret facility clearance with Top Secret safeguarding capability limited to two cubic feet. The contractor will require access to COMSEC information, SCI and Non SCI Intelligence information, and FOUO information.

In performing this contract, the contractor will receive and generate classified material and fabricate/modify/store classified hardware. Contractor will have access to classified information overseas and will be authorized to use the Defense Technical Information Center (DTIC). A COMSEC account will be required and there will be a TEMPEST requirement. Use

of the Defense Courier Service is authorized. Administrative duties will not require a clearance and may require investigation for IT duties.

Data Distribution Matrix Addresses

CLS Data Distribution Matrix Addresses

1. Project Manager Signals Warfare
   Attn: SFAE-IEW&S-SG (PM ACS), Bldg. 288
   Fort Monmouth, NJ 07703
   Attn: Mark O'Neill
   Mark.ONeill1@us.army.mil

2. Commander, US Army CECOM
   Intelligence Electronic Warfare & Sensors Branch
   Attn: AMSEL-AC-CC-C-CQ (WAT)
   Ft. Monmouth, NJ 07703

3. HQ INSCOM
   Attn: IALO-O-AV, G4
   6359 Walker Lane
   Alexandria, VA 22310-3225

4. DCMAO-Baltimore
   Attn: DCMR-PHI-GBACA/3D
   200 Towsontown Blvd. West
   Towson, MD 21204-5299

5. US Army PMO ARL
   P.O. Box 568
   Berryville, Virginia 22611
   Attn: Charles Crook/Mary Laing

6. Commander
   USACECOM System Safety Field Office
   Attn: AMSEL-SF-SEC-V
   Fort Monmouth, NJ 07703
   Attn: Elaine Moy

7. Commander
   204th Military Intelligence Battalion (Aerial Reconnaissance)
   Attn: COR Office (DODAAC - W8102E)
   Fort Bliss, Texas 79918-8004

Data Distribution Matrix Addresses - Continued

CLS Data Distribution Matrix Addresses

8. Commander
Alpha Company, 3rd MIBN(AE)
ATTN: COR/Maintenance Officer (DODACC - WT45GS)
Unit: 15219
APO, AP 96271-0155

CDRL MATRIX

CDRL B001	Tool Control Plan – Paragraph 7.1
CDRL B002	ECP – Paragraph 7.2
CDRL B003	Daily Status Report – Paragraph 7.4.1
CDRL B004	Obsolescence Report – Paragraph 7.5
CDRL B005	Parts Usage Report – Paragraph 7.7
CDRL B006	CSSR – Paragraph 7.7
CDRL B007	GFP – Paragraph 7.9
CDRL B008	QDR – Paragraph 4.10
CDRL B009	Monthly Status Report – Paragraph 7.4.2
CDRL B010	RAM Report – Paragraph 7.0
CDRL B011	Training – Paragraph 5.0
CDRL B012	Mission Essential During Crisis – Paragraph 7.8